

## **CLAIM AMENDMENTS:**

Claims 1-4 (canceled).

5. (currently amended) A common-rail injection system for a diesel engine, the common-rail injection system comprising: a main pipe rail with an axially-extending circumferential wall having an inner circumferential surface defining an axial flow passage through said main pipe rail, at least one branch hole extending through the axially-extending circumferential wall of the main pipe rail and communicating with the axial flow passage of the main pipe rail, said main pipe rail being formed from a transformation induced plastic type strength steel with substantially no stainless steel, a residual austenite being defined at least in a layer of the main pipe rail ~~adjacent the inner circumferential surface~~, a compression residual stress being defined in the axially-extending circumferential wall of the main pipe rail at locations surrounding the branch hole for defining a process-induced martensite at said locations surrounding the branch hole.

6. (previously presented) The common-rail injection system of claim 5, wherein the system further includes a branch connection body extending transversely from the main pipe rail at locations aligned with the branch hole.

7. (previously presented) The common-rail injection system of claim 5, wherein the branch connecting body is formed integrally with the main pipe rail.

Claim 8 (canceled).

9. (new) The common-rail injection system of claim 5, wherein the compression residual stress is defined around a crossing portion of the main pipe rail flow passage and the branch hole.